NTERSCHOLASTIC SPORT

ESULT OF ERASMUS-COMMER-CIAL GAME A SURPRISE.

ne Comments on the Election Day Games-Cloughen's Good Work on the Townsend Eleven-Why Pely Beat Boys' High-Basketball Entries.

Of the four scholastic football games on ection day the one between Erasmus Hall ad Commercial was the only one to furnish real surprise. Very few ventured to ophesy the outcome of either the De Witt nton-Townsend Harris or the Commerceorris games, and it would have been no arprise whichever way the Boys' High Prep contest turned out. It was nceded that Erasmus would defeat Comercial, but only by a small score, and the to 0 tally was entirely unlooked for. asmus Hall's easy victory can partly be ack, and Philips, right guard, were out of the game because of deficiences heir studies. Both these men, and ially King, played an excellent game t Boys' High, and their absence was ound to have a bad effect on their team's

The safety scored in the De Witt Clinton-Townsend Harris game was the first which has been made by any of the local scholastic levens this season. Those who were on he side lines at this contest are agreed nat De Witt should have wen by a larger ore, for the play was in Townsend Harris rritory for the greater part of the game has striking distance of the Townsend goal. The attack wavered when it should have een strongest and there was a lack of snap and ginger which are always necessary to arry a team along with any degree of

Cloughen, the Townsend Harris fullack, broke up a good many of the Clinton lays, and he more than any Towsend arris player was responsible for keeping own the score. Cloughen's work on the efence was all that could be asked for. necking several plays before they could e got under way. His weakest point as his slowness in getting off punts. It may e mentioned incidentally that Cloughen as a member of the Olympic team last mmer and played on the Fordham varty eleven at one time. Mclihinney, the all for as much as forty yards several times

einton fullback, punted well, lifting the all for as much as forty yards several times It now appears, that the tales of woe hich were circulated about the Poly Prepleven were nothing more than the wails which are often raised by a team before in important game. Brooks had a shoulder which would not possibly permit his playing within three weeks. Carlin had susined sprains which were likely to keep out of the game and Eichling would hable to play because of his studies. If of these players appeared in the game, if these players appeared in the game, and they gave no marked sonce of being seriously crippled, ke at right tackle had a duel with Seafor Boye' High, which left them both in betty rocky condition at the end of the As. Considering that Brooks weighs pounds, he is remarkably active and was wen after punts several times just as fast the ends. When a man sees Brooks ady to tackle him as soon as he catches be ball he is tempted pretty hard to make try for a free catch, and that is what hapened. Brooks was also of great service histackle plays, in which he never failed or gain. The Boys' High players complained first he game that the Poly boys knew each lay before it came off and were consequently able to break it up. This was quite rident to those watching the game and it limest seemed as if some one had given way the signals. At any rate the Poly boys did some pretty shrewd guessing, he Prep's attack, too, was more shifty han its opponent's, and its interference as something to be admired. The Boys' ligh eleven was in rather poor condition at the line as well as the back field was sell battered up when the final whistle life.

ard pass which has not been developed yorked for distances of 30 and 35 yards yerked for distances of 30 and 35 yards yerked for distances of 30 and 35 yards yent with the precision of a machine. The second of the second years and the second years. They are lively in folicy up the ball and very few infractions of the second years. They are lively in folicy up the ball and very few infractions of the second years. They are lively in folicy up the ball and very few infractions of the second years. They are not the second years with the second years of the ye

he election day game to a surprisof accuracy. ch give promise of being first class. rep plays Manual at Washington Prep plays Manual at Washington Erasmus Hall plays the Centenary diate Institute at Hawthorne Field, kivn: Townsend Harris will meet the York Military Academy eleven at wall, the High School of Commerce doys High will clash at Saratoga Park, kivn and at the Polo Grounds De Witt on will play Morris High. The soccer is are Boys High vill clash at Saratoga Park, sare Boys High vs. De Witt Clinton, mercial vs. High School of Commerce, send Harris vs. Curtis and Morris vs. tal. In the sub-target gun tournament, a begun on November 6, the following hes will take place next Friday: Boys vs. De Witt Clinton, Bryant vs. Stuyve-Erasmus vs. Curtis, Manual Training on mercial and Morris vs. Commerce.

having experienced runners sh school cross-country squads we dout again this year. This year, John Joyce, Jack Kelly, for and John Daly will take up dt they will try to have the boys ape for the championship run

meet will be held in the Eighth Armory on the evening of Decempublic School 6. There will be the events for elementary schools, he a 360 yard relay race for elementary schools, he a 360 yard relay race for elements of the 80 pound class es of the Twenty-third Regiment her 21 and a race of the same teams of the 95 pound class at ic firemen's games in the Sixtyment Armory on the same day, the game of the De Witt Clinton ity team has given up running a weak heart.

onegan of the De witt Cimon thry team has given up running fa weak heart.

ep discovered two good track men and Cronkite at the interclass stand Cronkite is a miler.

It Roosevelt has accepted the dency of the San Francisco Public Athletic League. The league's meet was held last Friday.

NEW HAVEN, Nov. 7 .- Yale scored a vic-

ternoon, winning 6 to 0. L. B. Ste-laid defeated G. C. Shafer of Colum-er two very close sets in which the were 6-3, 6-4. Andrews of Colum-de a strong fight against Holden , and was defeated 8-6, 6-4. The ries follow:

low:
Stevens, Yale, defeated G. C. h. 6-3, 6-4; G. L. Holden, Yale, Andrews, Columbia, 5-6 6-4; Vale, defeated A. S. Mosea, Co-6, S-6; G. W. Bilss, Yale, defeated Columbia, 6-4, 6-4, Stevens and R. S. Bundy, Yale, Boorman and A. S. Mosea, Co-4; G. L. Holden and G. W. Bilss, 7, C. Shafer and W. S. Andrews, 6-4.

GREAT NEOK RACES. Harry C. Bell of Flushing Rides Thre Winners.

The Great Neck Racing Association held The Great Neck Racing Association held its annual race meet at Great Neck, L. I., yesterday and a programme of six events made an interesting afternoon's fun for a crowd of society folk who attended. It had all the earmarks of the typical country race fixture, and the out and out turf followers present found it fascinating, especially as they could place their bets nocially as they could place their bets un-molested with a solitary bookmaker who did ousiness openly all the afternoon.

In connection with this turf commis sioner there was a humorous incident. Half a dozen newspaper men were in front of his board taking down the odds on the first race when Deputy Sheriff William Hulse of Nassau county and a Pinkerton named Slevin, thinking they were making a book, swooped down on them. He threat-ened to pitch THE SUN man over the fence, but as he sized up the bulky appearance of the scribe he changed his mind and the Sheriff and the Pinkerton backed away for a highball. As they turned around to go another reporter drew their attention to the odds on the betting board, which was only a yard away, but the answer came, That's all right.

A notable feature of the day was the riding of Henry L. Bell of Flushing, who rode three winners. He appeared in the first event for hacks or hunters astride his own bay gelding Colouri, the distance The French representatives will be Lewis being half a mile on the flat, for the Nirvana cup and a sweepstake of \$10 per horse besides. The animal, which showed real speedy lines, went to the post a favorite at 2 to 1 on. Bell was last away when the flag fell and he came out of the dip about a length in the van. Colouri galloped the at 2 to 1 on. a length in the van. Colouri galloped the Fournier, Alexandre Cagno and Giovann last furlong and won by about three lengths. Piacenza in Italas. The German repre-In the next event, a three mile steeplechase for the Great Neck cup, Bell had the leg up on Paul Rainey's brown gelding, Dublin the early stage the pace was made by Diana, a bay mare owned by Malcolm Stevenson. After about a mile or so Stevenson missed a flag and had to turn round and come around it; but he kept the mare going, and about the second mile she was in the lead

J. Burk, William Carson Kane, H. L. Hoyt, J. Burk, William Carson Kane, H. L. Hoyt, S. H. P. Pell, R. M. Bell, Frederick Russell, A. H. Williams, E. S. McKnight and R. M. Garlton.

The summaries:

First Race—The Nirnana cup, presented by W. Gould Brokaw, for backs or hunders, asweepstakes of 80 each; to carry 150 pounds; distance, about a mile and a half—Won by H. L. Bell's b. g. Colouri, by Pontace—Salamy (owner); Thomas J. O'Donohue's ch. m. Victory Belte, by Victory—Beldago (Mr. Alpers), second; Leonce Fuller's Spring Beauty, by Handspring—Fair Empress (Fletcher Harper), third. Also ran. H. Hunt's Turline (Mr. Gilder). Betting: 1 to 2, Colouri; 3 to 1, Victory Belie; 6 to 1, Spring Beauty.

J. H. Hunt's Turline (Mr. Gilder). Betting:
1 to 2. Colouri; 3 to 1. Victory Belle; 6 to 1. Spring:
Beauty.

Second Race—The Great Neck Cup Steeplechase: three miles; for half tred hunters; sweep
stakes \$10 cach; to carry 165 pounds—Won by
Paul J. Rainey's br. g. Dublin, nd pedigree (H. L.
Beili); Maleolm Stevenson's b. m. Diana. by Gonzales (owner). Second; James Hever's Miss Burns
(Mr. Fuller), third. Also ran: H. C. Phipp's ch. g.
Eagle Plume (owner). Betting: 1 to 1. Dublin;
2 to 5, Diana: 7 to 10, Miss Burns.

Third Race—The Gracefield Cup; one quarter
of a mile on the flat; for galloways. to carry 150
pounds; for a sweepstakes of \$10. Cup presented
by Messrs. Grace—Won by Thomas J. O'Donohue's
Princess (M. Alpers); August Beimont, Jr.'s ch.
g. Ranger (owner) second: J. Osgood Nichols's
Whiriwind (G. Gilder), third. Also ran: F. H.
Von Stades's Grasslands (Mr. Wildle). H. W.
Williams's Buszer (owner). Betting: 2 to 1.
Princess; 1 to 1, Ranger; 7 to 1, Whiriwind.
Fourth Race—The Deepdale Cup: presented
by Mrs. W. K. Vanderbilt, Jr.; a steeplechase;
about three miles; weight for age—Won by W. C.
Hayes's ch. g. Vana Christy, by Hermance—
lasbel (Malcolm Stevenson), 161 pounds; J. E.
Davis's b. m. Helen Shea (Mr. Alpers), 152 pounds.
second. Hetting: S to 4, Yama Christy: 4 to 3.
Helen Shea.

Fith Hace—The Subert cup, a steeplechase.

Davis's b. m. Helen Shea (Mr. Alpers), 152 pounds. second. Betting: 3 to 4, Yama Christy: 4 to 5. Helen Shea.

Firsh tisco-The Cithert cup: a steeplechase. Firsh tisco-The Cithert cup: a steeplechase about three miles for bona lide hunters for a sweepstakes of \$10 each; to carry 163 pounds; cup presented by H. B. Gilbert-Won by Mrs. Gordon Hughes's ch. g. Arlington (H. L. Hellt Malcolm Stetenson's b. m. Dlana, by Gonzales (Gwen), second: H. C. Phipps's Grenadler (D. Humsiel), third. Also ran: Fletcher Harpers' Gypsie by Kingston-My Gyps (Owner); W. R. Grace's Gunner's Mate fell. Betting: 5 to 1 Arlington; \$ to 1 Dlana: 4 to 1 Grenadler.

Sixih Race-Two miles fat: the Westbury cup. presented by J. G. and H. C. Phipps: for hacks or hunters, to carry 165 pounds-Won by J. F. Davis's Al H. Woods, by Sir Walter-Lindua (Owner); W. H. Wildey's Hunter Raine (Owner), second: W. C. Hayee's Vama Christy (Malcolm Stevenson), third, Also ran: George De Kay Gilder's Hogan, (Owner): Thouass J. O'Donohue's James M. (M. Casey) fell. Betting: Frenx Al H. Woods, 8 to 5 Hunter Raine; 2 to 1 Yama Christy.

To Amend Power Boat Laws.

At a recent meeting of the American Power Boat Association at which J. Norris Power Boat Association at which J. Norris Olyphant presided the delegates discussed the proposed changes that are to be made in the laws regulating power boats. They resolved to appoint a committee to go thoroughly into the matter and to consult with Surveyor of the Port James S. Clarkson and then make suggestions that in their opinion would be for the benefit of power boat yachtamen. A bill is to be introduced at the next session of Congress. This committee is Henry J. Gielow, Atlantic Yacht Club; Charles P. Tower, Motor Boat Club of America: J. Howard Wainwright, American Yacht Club; Henry R. Sutphen, Columbia Yacht Club, and C. Andrade, Jr., Indian Harbor Yacht Club.

Yale Gunners Win. NEW HAVEN, Nov. 7 .- The Yale Gun Club

New Haven, Nov. 7.—The Yale Gun Club defeated the Harvard Gun Club this afternoon in their dual meet at the Yale traps. The shoot was botly contested Yale finally winning by one bird with the score 224 to 223 out of 250. After the first round of 25 shots each the Harvard team led by five birds. J. R. Gliman of Harvard was the high man, with 49 birds. The scores: Harvard—J. R. Gliman. 49; C. L. Hathaway, 42; B. N. Higgins, 44; F. Morse, 43; F. Brown, 45; Total. 223. Yale—L. S. Morrison, 42; F. B. Trudeau, 48; D. R. Dickey, 42; B. Thaw, 46; M. Hebard, 48. Total, 224. AMONG THE AUTOMOBILISTS

DRIVERS MAKING READY FOR RACES AT SAVANNAH.

Five American Cars Sure to Go in Grand Prize Centest-Five French Entrants, Six Italian Autos and Three German Contestants—May Be Others

Savannah will be a busy place from now n. for the drivers who are to pilot machines in the two speed events to be conducted November 25 and 26 will begin practising for the two races this week. The star event is to be the grand prize gold cup event on Thankagiving Day, when cars representing America, France, Germany and Italy are to make sixteen rounds of the twenty-five mile circuit. While the interthe big contest will not be quite so spectacu-lar, it will undoubtedly prove a most interesting event, as it is expected that cars re presenting America, France and Italy will try for honors in a 200 mile struggle.

The American cars and drivers that are practically certain starters are: Harry Michener in a Lozier, J. Morton Seymour in a Simplex, Willie Haupt in a Chadwick Leonard Zengle in an Acme, and a National whose driver has not been announced Strang and François Szisz in Renaults, Fictor Rigal and Lucian Hautvast in Clement-Bayards and Arthur Duray in Lorraine-Dietrich. The Italian contin-gent will be Felice Nazzaro, Louis Wagner and Ralph de Palma in Fiats, and Henri sentatives will be Victor Hemery, Rene Hanriot and Fritz Erle in Benz racers. In addition to these cars and driver

it is possible that Salzer and Poegge will

pilot Mercedes cars for Germany and that

another Renault and an American built Buick will also start. The starters in the light car race are four Maxwells, four Buicks three Chalmers-Detroits and one each of the following: Lancia, Cameron, Isotta, Gregoire, American Aristocrat and S. P. O. Robert Lee Morrell, chairman of the A C. A. contest committee, is due to leave here for Savannah next Thursday night. The Acme racer and a practice Acme an Seymour's Simplex were shipped to Savan-nah by the City of Atlanta of the Savannah Line yesterday, which also carried R. A. Greene's Locomobile touring car and A. H. Whiting's Stoddard-Dayton runabout. The Automobile Club of America has chartered the City of Savannah for its members and the steamer is to leave this city on Saturday, November 21, at 9 o'clock in the evening. It had been planned to have the boat leave earlier, but a number of members asked that the departure be delayed a few hours as they wished to see the Yale-Harvard football game at New

Haven that day.

The club members are to use the boat a their hotel at Savannah, and are due to leave Savannah on the evening of Thanksgiving Day as soon as the passengers and their cars are on board. The City of Columbus s to leave here on November 21 at 3 o'clock in the afternoon, the regular sailing time. and it is due to leave Savannah on Thanksgiving Day at 6 o'clock P. M. In addition to the arrangements for those who intend making the trip by boat there are a number of special trains being arranged to leave here on Tuesday, November 24, over the Central Railroad of New Jersey and the Pennsylvania Railroad.

The board of governors of the Automobile Club of Philadelphia held their regular monthly meeting on November 2. Reports from the chairmen of the various committees were received and showed encouraging activity in all branches of the club's work. The committee on routes, maps and signs has practically completed the revision of the road map of the vicinity of Philadelphia, issued in preliminary form some time ago, and expects to publish the same very shortly. together with an additional book of routes. Twenty-six new members were elected, as follows: G. A. Barden, Charles L. Borie, Jr., Jerome B. Craven, John Thompson, George B. Stevenson, William L. Hirst, Bichard Vaux, Tristram C. Colket, Morris R. Bockius, J. George Klemm. Charles J. Beck, Charles A. Fry, Henry S. Paul, Jr., Charles B. Wrght. J. Vaughn Mer-rick, Justus C. Strawbridge, Paul T. Norton, John R. Curtis, Horace N. Tuttle, David O. Boorse, Henry K. Preston. Meredith B. Colket and John C. Perry.

O. Boorse, Henry K. Preston. Meredith B. Colket and John C. Perry.

Announcement is made by the American Automobile Association that open meetings will be held at national headquarters of the association at 437 Fifth avenue during the two automobile show weeks and that reduced round trip ratiroad rates of a fare and three-lifths has been granted by the Trunk Line Association for members of the association desiring to attend these meetings and the automomile shows.

The first meetings are scheduled for January 4 to 5 inclusive, during the week of the automobile show at Grand Central Palace under the auspices of the American Motor Car Manufacturers Association. Members of the automobile clubs affiliated with the A. A. A. can therefore take advantage of the big reduction in railroad fares and attend these meetings and the show, which opens on December 31 and continues until January 7. Tickets and certificates may be purchased not earlier than December 31 or later than January 15 for the trip to New York, which certificates when duly validated will entitle the holder up to and including January 11 to a continuous return ticket over the route by which the going journey was made.

Meetings will also be held from January 19 to 23 inclusive, during the week of the automobile sho wa at the Madison Square Garden, under the auspices of the Association of Licensed Automobile Manufacturers, which opens on January 16 and continues until January 27. Tickets and certificates may be obtained not earlier than January 15 nor later than January 16 nor later than January 17 for the trip to New York, which ocertificates when duly validated will entitle the holder up to and including January 27 to a continuous return ticket over the route upon which the going journey was made.

January 1 and 2 are the days set aside by the Onaker City Motor Club for their annual

January 1 and 2 are the days set aside by the Quaker City Motor Club for their annual endurance run for the McDonald and Campbell cup, a contest which always attracted widespread interest, it being the only automobile event held in the North during the winter months. Indications point to even a greater interest being taken this year than ever before on the strength of a new condition governing the prize. The McDonald and Campbell cup, which was formerly a perpetual trophy, will become the permanent property of the winner of the next contest.

nent property of the winner of the next contest.

Following an exhaustive search for a
clean score eliminating route and to avoid
if possible the confusion of last year's run
caused by numerous ties, the contest committee has decided on Philadelphia to
Wilkesbarre and return as the route for
this year's run. They also chose a Pennsylvania car to act as pathfinder. In addition to its unusual length for a two day
run the course lies almost entirely over
mountains and on roads which at this season
of the year are in almost impassable condition. A section of the route that will
test the climbing ability of the cars is that
part which takes in the famous Giant Despair Mountain.

Wisconsin motorists have felt for several years that the annual tour of the American Automobile Association should pass through the Badger State, and the Milwaukee Automobile Club members are specially anxious to have their city included in the route of the 1908 Glidden event. So every member of the Milwaukee Automobile Club, agents, manufacturers and owners will petition the manufacturers through the American Automobile Association to make Milwaukee a stopping point. Secretary James T. Drought of the club returned from New York with the news that the A. A. A. was favorably disposed toward the plan, but the manufacturers were not, and now every effort will be made to influence the latter.

every effort will be made to influence the latter.

At the annual meeting of the Milwaukee Autemobile Club Dr. Louis A. Fulner, president: James T. Drought, secretary, and Lee A. Deerholt were reelected directors. On November 10 the club will meet again to consider the recommendation of increasing the board of directors from nine to fifteen. At this time the old officers will no doubt be reelected. The annual report showed the club to be in the most prosperous year of its six year history. The treasury contains \$1,300, not including \$1,200 annual dues to be collected early in January.

Calcutta reports as follows concerning

Calcutta reports as follows concerning the increasing use of automobiles in British India:

"The increase of motor cars throughout India and the need of qualified drivers for them suggested the desirability of giving thorough instruction on this line in the Bengal Civil Eagineering College at Sibpur, which was undertaken nearly a year ago. Now the Government of the United Provinces has sanctioned a whole time instructor in motor car work and management of such cars in the Roorkee Civil Eugineering College in that province.

"India is rapidly becoming an inviting field for manufacturers of automobiles and motor cars, and it seems strange that American manufacturers are taking no practical interest in the awakening. European automobiles are seen everywhere in India, but the American car is completely absent. There is a fair field here for automobiles, and American manufacturers should enter it before European agents get full possession. Catalegues, however attractive, will not suffice."

AUTOMOBILE NOTES.

More new models came to town last week, among them being the Haynes, Mora and White productions for 1909. The new light four cylinder Mora arrived the day after election. It is rated at 28 horse power and perpetuates the car which made a sealed bonnet run of more than 10,009 made a seated bonnet run of more than 10,000 miles. W. W. Burke, the New York branch manager, took a party of automobilists for a jaunt to see how the oar (would run and they expressed hearty approval. The Mora Motor Car Company did net secure possession of its model plant till, late in the spring, and it was evently handleanned in its deliveries of the Light. greatly handlcapped in its deliveries of the Light greatly handleapped in its delivered for 1909. Six for 1908, which will be continued for 1909. The new Model "C" White steamer sells for \$2,000, which is the lowest price that has been charged for any model of the White since 1904. Thus the White has now been brought within the range of a larger number of purchasers than has been the case within recent years. The new car is rated at 20 steam horse power. The wheel base is 104 inches and the tires, both front and rear, are \$22314 inches. The car is regularly fitted with a straight line five passenger body. The frame is of heat treated pressed steel. The front axle is a one piece forging of I beam cros section. Both the foot brake and the hand brake act on the drums on the rear wheels, the former being of the expanding type and the latter of the contracting type. The water tank is placed under the footboards and the fuel tank is in the rear. The engine of the new car is fitted with the Joy type of valve mechanism instead of the Stephenson type used in previous White models.

According to recent developments the winning drivers in the Grand Prize at Savannah will require the services of a touring car in which to carry home the spells of victory. Besides the massive gold cup there will be cash prizes of different denominations from those interested in the race. The Bosch Magneto Company has announced its intention of rewarding the driver of the winner with \$500, the second car with \$250 and the third car to finish with \$100, provided their mounts are equipped with a Bosch magneto.

The Cadillac Motor Car Company of Detroit, which established its own selling agency in New York at 1649 Broadway several months ago, has accepted a proposition made by Inglis M. Uppercu of Newark, who has purchased outright the entire interests of the Cadillac company in New York city. He had been handling the Cadillac cars in Newark for a number of years, in fact ever since Cadillacs were first made. He was destrous of taking hold of the New York business some time ago, but as the company had started negotiations looking to the establishment of its own selling agency the matter was dropped. He was so impressed with the splendid outloo for business with the new \$1,400 car that he made them a proposition which they could not very

well ignore, as the company was not averse to adhering to its original policy of marketing the product exclusively through independent dealers rather than through branch stores. The arrangements for new quarters at Fifty-ninth street near Broadway have proceeded without interruption and the sales force has taken pos-session of the new store. Mr. Uppercu feels he has made a good move and is more than confident of success. He will have the assistance of E. H. Brandt as secretary and general manager of the new company.

One hundred and twenty Chalmers-Detroit cars completed a 200 mile non-stop run simultaneously in 120 different cities on election day, completing a total of 24,000 miles. The idea of the run was to compile data relative to gasolene and oil consumption and the actual reliability of the moderate priced stock car. The New York car, driven by William Knipper and in charge of W. E. Harton, with C. O. Sacks as observer, left Carl Page's garage at 8 o'clock in the morning, making one trip to South Norwalk and return, two trips to Yonkers and back and the remainder of the distance about New York city, it covered 301 miles as registered by a Jones speedometer on twelve gallons of gasolene an average of 16% miles per gallon, three quarts of oil were required and no adjustments were necessary.

Announcements regarding the engagement of Joseph Tracy to manage the racing department of the Diamond Rubber Company of Akron. Ohlo, to represent them at all races and special events and to take charge of this branch of the company's business in its entirety have led to a belief in some quarters that he had given up his practice as 'a general automobile consulting engineer. Tracy states that such an assumption is in error and that he will continue as a specialist on engineering and testing work, maintaining his New York office as heretofore. While he will be at all the big race meets, he will at other times be found at his office and laboratory.

Little Bob. as Senator La Foliette of Wisconsin is known in his native State, did some strenuous work in the national campaign this fall and made as many as twenty-five and thirty speeches in a day. Early in the campaign he selected a Mitchell car to cover the groundrapidity. He is quite an expert chamfeur himself and think out his speeches while touring from place to place and has covered more territory than any other campaign speaker in Wisconsin.

campaign speaker in Wisconsin.

in Much enthusiasm was shown by automobilists fo the demonstration of the new 1909 Pope-Hart-eird car which was driven to New York for the section day holiday and placed on view at thee selesrooms of the Pope-Hartford Automobile Company on upper Broadway. A great number of automobilists visited the salesrooms during the holday and on Wednesday and universal approval of the cleancut, graceful car was expressed. A considerable number of orders were entered for the new model. Later it was driven to Boston, where it will be similarly shown to the public in the meantime the Hartford factory is hard at work on the output of 1909 cars, orders received being much in excess of the expectations of the officials of the company.

The White company has just issued an attrac-

The White company, has Just issued an attractive booklet devoted to the White ambulances, patrol wagons and buses. Considerable space in the booklet is devoted to the ambulance used by the United States War Department and Navy Department and to the official Government records recommending the White for this service. The ambulances owned by the cities of New York, Fhiladelphia, Chicago and Trenton also receive attention, the descriptive matter used in this connection being letters from the superintendents of the several hospitals where the ambulances have been in use. Some space is given to the private ambulances which have proved most profitable investments for autoprobile concerns. The White steam patrol wagons such as used by several cities in this country and abroad are illustrated in the booklet and the various types of White buses especially designed for hotel and livery service receive due attention. Copies may be obtained upon application to the White company, Broadway at Sixtysecond street, New York.

The Buick interests in this city are in the hands of a quartet of old timers, all of whom are included in the half score of pioneers who introduced the automobile here ten years ago. A. G. Southworth, the branch manager, has been engaged in the automobile business since 1890, as has Arthur Lee Newton, the sales manager. Waiter S. Kip, office manager, has been in the automobile and bicycle business on Broadway for sixteen years. R. G. Howell, who has just been appointed to the Buick sales staff, sold his first automobile in 1899.

The first week of the new Oldsmobile models in New York was a most successful one and the indications are good for a busy season for 1808. So great has been the press of business that it has been necessary for Gen. John T. Cutting of the New York firm to proceed to the factory at Lansing to hurry every delivery.

Reservations for the special train to be run by the Twentieth Century Automobile Club to view the Savannah races are being rapidly taken, and the trip bids fair to be very successful. The train is to run via the Pennsylvania Rali-road to Washington and the Southern from Washington to Savannah. Arrangements have been made with the Southern Raliway officials to park the train at the grand stand.

The Continental Caoutchoue Company, New York, has added one more distributing agent to its long list. The Albany Hardware and Iron Company, Albany, N. Y., will represent this company in the northeast and middle part of New York State. Continental tires and accessories can be obtained from this house with a great saving in time.

What to some has given the impression of there being a new car in the field is the increasing repetition of the name "Alco.". The explanation of it is that the American Locomotive Company is introducing a new hub cap on its 1999 cara across the centre of which appear the initials of the company's name. A. L. C. C. where "Berliet" formerly was. Sounding these initials phonetically its leading to the Lecomotive car becoming known by this conversion of initials into a name. The "Alco" is said to be still practically the "Berliet" in design and quality.

Chicago has been occupied by the company, which will hereafter have its own branch there for the saie of motor cars, instead of depending upon the agent. This move, according to Manager James Joyce is being made in order to provide better care for users of Locomotive cars in the Chicago district section that they have been able to get when not dealing directly with the commany. Benjamin Cp Day will be manager of the new branch, which will be on Michigan avenue at Tweifth street.

AUTOMOBILES.

AUTOMOBILES.

THE WHITE COMPANY

announces that the new

MODEL "O"

WHITE STEAMER

rated at

20 HORSE-POWER

and priced at

\$2,000

is now on exhibition at the

White Salesrooms,

Broadway at 62nd Street

Demonstrations by Appointment.



Used Car Department.

We have taken a number of Mitchell cars in trade from customers who have purchased our new 1909 models. These cars have been completely overhauled and are guaranteed to be in first-class condition in every respect. They present most attractive bargains for prospective purchasers who do not feel justified in investing in a new car. Demonstrations cheerfully given.

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EISLE TEN MILE CHAMPION. Auto Bargains 250 A 1 Makes Princeton Man Beats a Good Field in 250 Long Distance Race.

John J. Eisele of the New York A. C. and formerly of Princeton University won the ten mile National A. A. U. championship yesterday at Celtic Fark, and his work showed that he is the best long distance man to-day in America. The time of the extinger was 53 minutes 16 seconds, the best figures recorded for the distance since twenty years ago. Second to Eisele was a clubmate, Winfield Balley, who ran a remarkable race and came home in second a clubmate, Winfield Bailey, who ran a remarkable race and came home in second place only eight yards behind the winner. Bailey weighed only 112 pounds and is not yet 21 years of age. In third place was yet 21 years of age. A. C., and there was a gap of fifty yards between himself and Bailey. Only the time of the winner was taken, but unofficial 53 minutes 48 seconds. It could not be learned what Bailey's time was.

J. J. Lee of the Boston A. A. made fourth place about 70 yards behind Bonhag and he J. J. Lee of the Boston A. A. made fourth place about 70 yards behind Bonhag and he ran the most sensational sort of a race. During the last mile he wabbled over the track in a dazed condition, but he kept going notwithstanding his frightfully exhausted state and fell plumb across the line. He was carried off the track and it was fully twenty minutes before he was revived. After about an hour's medical attendance his condition was pronounced serious and he was quickly removed to the New York A. C. clubhouse in this city. Two or three doctors were constantly in attendance and at a late hour last night he was pronounced out of danger and was resting easily.

Thirty-one men lined up at the start and at the crack of the gun I ee dashed away and led at the first mile, with Bonhag. Bailey. Eisele, Daly. Clark and Joyce close up, the time being 4 minutes 52 3-5 seconds. The Boston man made the pace for six miles, which were receled off in the fast time of 31 minutes 48 2-5/seconds. Close on his heels ran Bonhag, with Eisele and Bailey about thirty yards away.

Facing the finish of the second mile Eisele sprinted and caught the leader, and his time for the second mile was 37 minutes 13 seconds. The time made by Eisele in the eighth mile was 42 minutes 473-5 seconds. At this stage Bailey showed fight and made the pace for a while, but Eisele always held him safe, and when the goal was in sight Eisele came away and son For all who beat 58 minutes standar medals were given. Fifteen came inside the mark, and these with the order in which they crossed the line were.

John L. Eisele, New York A. C.; Winfield C. Bailey, New York A. C.; J. J. Lee, Boston A. A.; John J. Daly, frish A. A. C.; S. O. Mellor, Mercury A. C.; J. T. Crowley, Mercury A. C.; A. T. A. C. Winfield C. Bailey, New York A. C.; G. T. P. Morrissey, Mercury A. C.; A. T. T. T. M. Mercu

A crowd of about 2,000 persons witnessed the race

. SOCCER.

Club, School and College Players Put in a Busy Day on the Field.

Playing against Pratt Institute yesterday Columbia's soccer eleven scored its third successive victory, winning by 2 goals to 0, one in each period of play. G. Dwyer, left back for the Morningside Heights team, made the first successful attempt at goal. E. Dwyer, last year's captain of the Columbia team, coaxed the ball into the net in the second half. At Van Certlandt Park yesterday Public School 9 of Brocklyn and Public School

52 of The Bronx played a tie game, each team scoring one goal. The elevens of the Brooklyn Boys' High School and Townsend Harris Hall were paired in a Maxwell trophy Brooklyn Boys' High School and Townsend Harris Hall were paired in a Maxwell trophy contest at Prospect Park. The Brooklyn boys wen by the score of 4 goals to 1.

Following a ne scoring period of thirty minutes, the De Witt Clinton soccer eleven won from the Commercial High School by the score of 2 goals to 0 at Commercial Field in Brooklyn yesterday.

The first defeat experienced by the soccer players of the Crescent Athletic Club was meted out to them at Bay Ridge by the team of the Cariton Hill Football Club of New Jersey yesterday, the score being 2 goals to 1 in favor of the Jerseymen.

By defeating the Arcadia Thisties at Marquette Oval in Brooklyn yesterday afternoon the Brooklyn Football Club moved up closer to the Camerons in the Saturday championship series of the New York Amateur Association Football League. The Brooklyns won by the score of 2 goals to 0. Both tallied in the second half, when they had the wind with them.

A tie game at 2 goals each resulted from the encounter between the Staten Island Football Club and the Boys' Club at Livingston, Staten Island, yesterday.

At Ulmer Park the Bensonhurst Thistles, with a team of ten men, defeated the eleven of Christ Church of Manhattan by the score of Spoals to 3, after leading in the first half by 3 goals to 1.

Hellywood Inn beat the Caledonian Club of Manhattan yesterday at West Chester by 2 goals to 0.

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HOCKEY BOOMING. Dates for Some Games Arranged—Irisi A. A. C. to Play.

Hockey enthusiasts are looking forward to a particularly brilliant season, and the interest already manifested in the championship games indicates some lively times when the big league games are played.

Many of the clubs have engaged time

when the big league games are played. Many of the clubs have engaged time at the St. Nicholas rink for practice, and the players have been on the ice for a week past limbering up in expectation of a keen struggle for places on their teams. Considerable rivalry exists between the local clubs, and every effort is being made to secure the best players to represent them. The representative teams in Canada have been drawn upon and the big colleges may be depended upon to furnish players from among the men now engaged in the football struggle.

The New York Athletic Club's hockey team will hold a meeting next Wednesday night to select a cautain and arrange their practice games. Jim Fenwick, who for twelve years played point on the "Mercury Foot" seven and who withdrew from the game last season, has been prevailed upon to play on the team again.

Four big matches have already been arranged as follows: December 18, 8t. Paul vs. St. Mark; December 18, Pomfret vs. St. Mark; and December 18, Pomfret vs. St. Mark, and December 18, Pomfret vs. Williams. This series will bring the series up to date for the beginning of the championship season.

The Amateur Athletic League will be strengthened by a team from the Irish-American Athletic Club. This fact is creating considerable interest in hockey circles, for the remon that the athletic memberahip of the club is a large one and sure to furnish a team of sturdy players.

LIKE OLD TIMES FOR YOST. His Welverines Score 62 Points Against Kentucky State.

ANN ARBOR, Mich., Nov. 7.—Varying straight line bucking with end runs and occasional forward passes Michigan ran up 62 points against Kentucky State to-day. holding its own goal line free. This is the largest score made by Michigan since 1905. largest score made by Michigan since 1905. Davison and Greene starred in Michigan's offensive work, while Schulz again proved himself the mainstay of the defence. Michigan's first touchdown was made after three minutes of play and the next came a minute and a half later. In the second half Kentucky held well for fifteen minutes, but Michigan's heavy line plunging had its effect.

Allerdice punted fifty yards consistently, and in addition to making every goal from a touchdown scored two field goals.

In the races of the Parkway Driving Club Brooklyn, yesterday Jack Phillips, with Toney B., won the free for all event in straight heats and took the cup for the season. Judge W. Wardell's mare Helen Holley, in the handicap trotting race won the cup for horses that have started more than five times this season on the course. The summaries:

Class AA, trotting:
Bori Wilkes, b, g., by Boreal (Frank Small)...

Princess of Kent, b, m. (John H. Phillips) 2 2 2

Time—2:23\(\frac{1}{2}\), 2:23\(\frac{1}{2}\), 2:23.

Class BB, trotting:
Baron Directory, b, g., by Directly (Frank Small)...

Helen Holly, br. m. (John H. Phillips) ... \$ 2

Handicap, pacing:

Time—2:23/4, 2:23/4, 2:25/4, 2:25/4.

Free for fill, trotting:
Toney B., b. g., by Artemas (John H.
Philips)... 2 1 1 1
Bradley, b. g. (James Shevtin)... 2 3 2 3
Marion, ro. g. (Frank Small)... 3 2 3
Marion, ro. g. (Frank Small)... 3 2 3

Handleap, trotting:
Helen Holley, br. m., by Guide On, 200
feet (Watter Moser)... 1 1
Borl Wilkes, b. g., 220 feet (Frank Small). 2 2
Time—2:25/4, 2:24/4, 2:24

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Newark High Wins Princeton Cross-. Country.

PRINCETON, N. J., Nov. 7.—The third. Princeton interscholastic cross-country run-over the first lap of the intercollegiate course, three miles and a quarter, had for course, three miles and a quarter, had for starters sixty runners representing twelve different schools. Gallagher of Brown Prep won easily in 17 minutes 21 seconds. Hunter of Central High was thirty seconds behind. Murray of Mercersburg Academy beat out Ward of Brown Prep and Bowers of Newark High for third place.

Newark High won the meet with a total of 44 points. Mercersburg Academy field with Brown Prep. for second place, but a Mercersburg man out the course, giving Brown Prep. second place and Mercersburg third. Hunter being an individual entry, he was not sounted in the scoring of points. The others were: Northeast Manual, 61; Central High, 23, and Boys High, 26.